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**STROMNESS CONSERVATION AREA**  
Building and Landscape Survey  
July, 2014



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- Introduction





## I. Introduction

The following report presents the results of a collaborative project between the Scottish Centre for Conservation Studies (SCCS), Orkney Islands Council (OIC) and Stromness Townscape Heritage Initiative (STHI), in which a survey of the built fabric of the Stromness Conservation Area was conducted in May 2014.

The purpose of this project was to survey and assess the state of conservation of the built environment within the Stromness Conservation Area, prior to the completion of the Stromness Townscape Heritage Initiative later this year. In particular, the study involved a detailed visual survey of the buildings and streetscape of the Conservation Area, recording such details as the finishes and condition of each building, alongside the location of street furniture, signage and significant views within the wider urban context. The resulting data was mapped with the use of AutoCAD and QGIS, enabling further spatial analysis. The survey provides a comprehensive reference point for the state of conservation of the built fabric within Stromness Conservation Area and will aid future conservation and regeneration decisions.



Fig 1. View of Stromness from the port

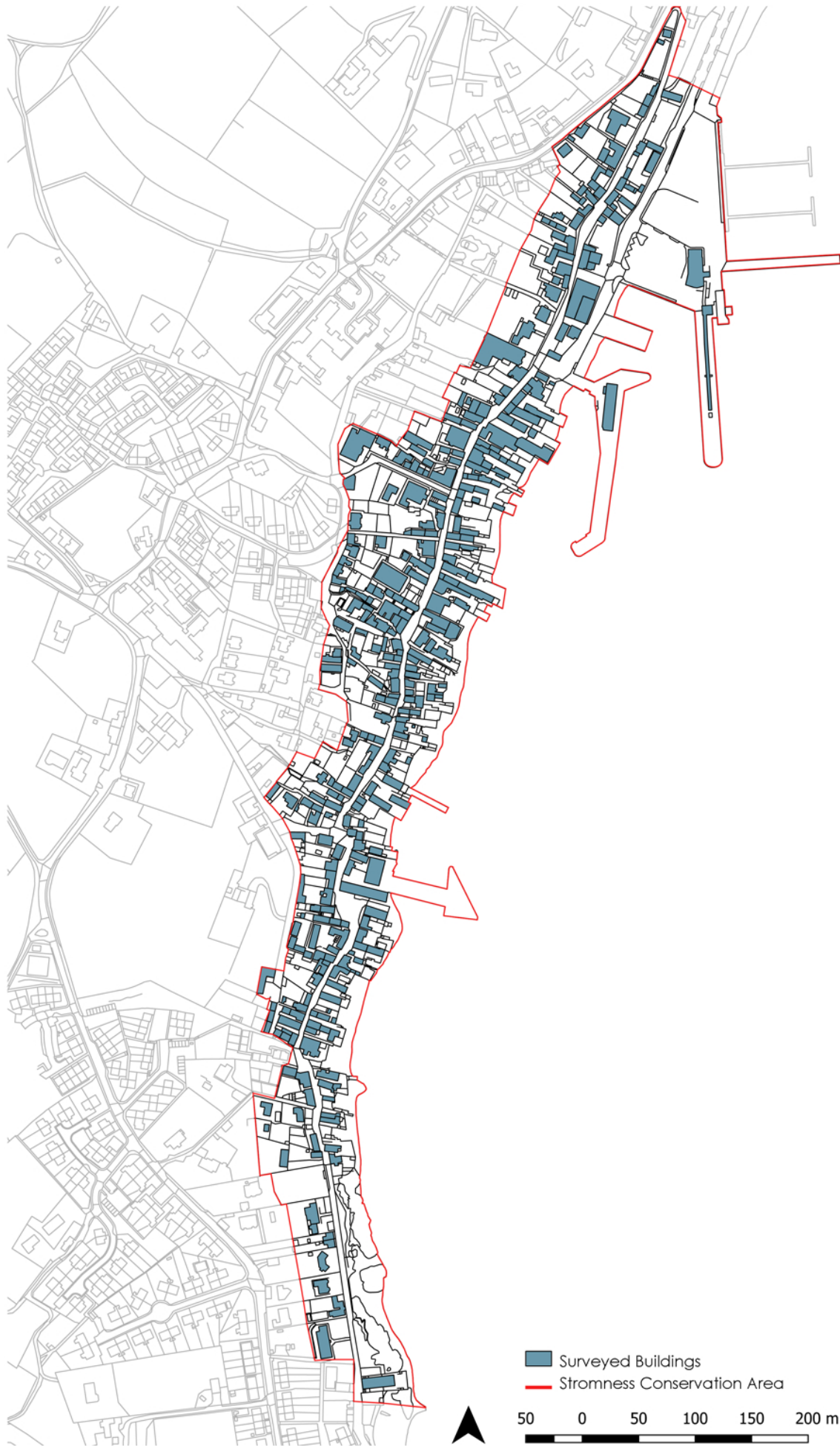


Fig 2. Map of Stromness Conservation Area

- Stromness



## II. Stromness Conservation Area, Orkney Islands

### 1. Location

Located in the southwest corner of the Orkney Mainland, on the bay of Hamnavoe, the town of Stromness has a population of around 1,600<sup>1</sup>. With feus of the land granted in the 1620s<sup>2</sup>, the settlement gradually developed along the water's edge, expanding to the form we now see. The topography of the landscape strongly influences the urban character of the town, with a steep incline on the west side which gradually diminishes towards the shoreline. The area of study comprises a long central street running roughly North-South, from which radiate regular linear plots, terminating in historic piers or slipways to the East, with a generally more dense assembly of structures to the West, punctuated by a network of closes. This arrangement serves to create a series of framed outlooks, both outward across the landscape of Scapa Flow and the dramatic hills of Hoy, but also on a lesser scale within the streetscape itself, with framed vistas of the built fabric.

### 2. Context

Stromness Conservation Area, designated in 1975, comprises over three hundred buildings<sup>3</sup>, ranging from small private dwellings to retail units and professional services. Whilst there is variation of treatment and condition amongst these, there is a certain uniformity of particular aspects: the majority of buildings are two to three storeys high, with exposed stone rubble or cement harled walls, and steeply pitched roofs. Properties are generally oriented perpendicular to the shore, with their gable ends to the street, and many bear modern alterations, from skylights and dormer windows to plastic rainwater goods.

Two structures are truly prominent within the townscape: the imposing Victorian mass of the Stromness Hotel which dominates the civic area around the Pierhead and the Stromness Parish Church, whose spire penetrates the skyline from many vantage points across the town. At certain points the main street widens to form small informal open spaces, giving prominence to those buildings on the corners, but the majority of structures are viewed collectively as part of the general streetscape.

The seaward approach of the town is equally as significant as those prospects visible from street level, and its historic harbour front is the first view of an Orcadian townscape for many visitors approaching by sea. From this aspect it is possible to appreciate the various stages of evolution the township has undergone, with new structures and modern development integrated amongst the historic fabric.

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<sup>1</sup> Scottish Government. "Comparative Population Profile: Stromness Locality, Scotland." 2014, <http://www.scotland.gov.uk>

<sup>2</sup> John Gifford. *Highlands and Islands*. (London: Penguin Books, 1992), 368

<sup>3</sup> Orkney Islands Council. "History and Character of Stromness." 2014, <http://www.orkney.gov.uk/Service-Directory/H/History-and-Character-of-Stromness.htm>



- Analysis





### III. Analysis

#### 1. Buildings Survey

The building survey was conducted through visual analysis of the buildings' architectural characteristics, structural details, current condition and use. 354 survey sheets were completed, including detailed notes for every visible structure in Stromness Conservation Area, following detailed guidelines for their completion (see Appendix A). All buildings were given survey reference numbers on the map (see appendix B) and each survey sheet corresponds to one structure. Extensions of main structures of a sufficient scale whose size exceeded the limits of an addition were considered and surveyed as individual structures. In addition, in some cases, multiple structures which appeared on the map as separate were considered as one, where appropriate. The buildings' numbers illustrated on the maps represent survey references and any correspondence with street numbers is coincidental (see Appendix B). There are a few buildings that were not visible or accessible and structures that do not exist on the map; those structures were not recorded and have the following survey reference numbers: 27, 47, 135, 136, 150, 186, 210, 219, 334 and 340.

#### Presentation of the QGIS database analysis

This section includes the different categories of the survey, with a summary of the findings in the majority of the surveyed structures. Notes from the survey sheets for damaged buildings, extensions, multiple structures or building characteristics that were not included in the following categories are gathered and recorded in Appendix E.

##### • 01 Age



Fig 3. S End

The 'age of the building' map records the buildings within the Conservation Area that were built within a particular century or in a particular time period. The period of construction of most buildings was identified from their listing, while a few others were determined on site through visual observations and information from the owners of the property, thus some recordings are approximate.

The age of many structures was unable to be identified because of the external wall finishes. Of the remaining, where ages were identified, it appears that a large majority were constructed during the early 19<sup>th</sup> century or Victorian period with few structures dating from the early 18<sup>th</sup>, 20<sup>th</sup> and 21<sup>st</sup> centuries.

## • 02 Use

As several structures had multiple uses within the various floors, this category was assessed based on the use at the street level only (any other uses were assessed under category '03 Additional Uses').

The Conservation Area of Stromness is predominantly residential and includes structures with live-in residents, as well as those available for lease on a weekly basis. While several hostels and hotels dot the area along the main vehicular spine, the restaurants or cafes and structures used for leisure activities are few and concentrated in the northern part of the Conservation Area, either facing or in proximity to the harbour. Other uses such as professional services, garages and structures used for storage or distribution are also found within the area. The larger structures which gain prominence due to their sheer size are purpose-built institutions like the Parish Church, Town Hall and Museum.

## • 03 Additional Uses

It is apparent from the map that most of the structures within the Conservation Area share the same use over the floors, with no more than 15% of the buildings have a different use at the upper levels.

The changed use at upper level usually consists of accommodation above retail outlets ranging from clothes stores to cold food outlets. The remaining additional uses such as motor vehicle sales, professional services, offices and storage or distribution are limited to one or two structures each.

## • 04 Vacancy

By and large most of the structures in the Conservation Area are in use. Around 6-7% of the structures are vacant and this figure does not consider the few structures in a ruinous or derelict condition (2-3%).



Fig 4. Dundas Street



Fig 5. John Street



Fig 6. Victoria Street



Fig 7. John Street



Fig 8. Victoria Street



Fig 9. Whitehouse Lane

### •05 Private Access

A majority of the structures along the central spine are accessed directly from the main street and do not have a private access. Those structures that have private access are usually found behind the structures that abut the main street. Additionally, larger independent villas in the southern part of the Conservation Area tend to have demarcated property with their own access.

### • 06 Height

Most of the structures within the Conservation Area are of a similar height and range from two to three storeys. The three-storey structures also include those that have two storeys plus a habitable attic.

While there are very few single-storey structures, most of the three - and five - storey structures are concentrated in the northern belt of the Conservation Area.

### • 07 General Condition

The general condition of the structures was mapped to identify those which need attention or monitoring.

Most of the structures in the Conservation Area are in a reasonably good condition with slight wear with approximately 6% of structures in mint condition. Those in fair and serious condition tend to have extensive cracking in cement render or extensive exposed stone decay and need protection and monitoring. While there are only two structures lying in a state of ruin with no roof, there are seven derelict structures, which if not intervened upon and taken care of are likely to deteriorate rapidly.

As seen in the map all the structures mapped from serious to ruinous condition are away from the eye of the public, which is perhaps a contributory factor to their condition.



## • 08 Prominence

Most of the structures along the meandering central street form part of the general streetscape with similar finishes, heights and architectural character. A relatively large number of structures are also visible from the public realm such as those down closes, lanes and access paths and are not especially prominent.

Many structures are highly prominent within the streetscape as they are located on corners, recessed from the road line, built at a raised level or display a particular architectural character or type. Interestingly most of these are located to the west of the main street.

On the eastern side of the street, the second row of structures back from the street are not visible from the main street but are visible from the harbour.

The structures that gain prominence in the townscape are institutions like the Parish Church and the Town Hall which are built tall enough to rise above the dense configuration of the Conservation Area. The only exception is the Stromness Hotel which commands attention from within and around the harbour, due to its location in a relatively open setting.



Fig 10. John Street

## • 09 Shopfront Style

Commercial activity is largely distributed along the street in the northern to central part of the Conservation Area. Most of the signage is contemporary in nature and from the late 20<sup>th</sup> century with only a few examples of early 20<sup>th</sup> century signage. The few shops that have timber signage are all on the west side of the street.

## • 10 Shopfront Condition

Most of the shop fronts were found to be in a relatively good condition with the exception of two structures which are marked on the map.



Fig 11. Victoria Street



Fig 12. Dundas Street



Fig 13. John Street



Fig 14. John Street



Fig 15. John Street

### • 11 Unsympathetic Design

The majority of the structures in the Conservation Area are either listed buildings or historic buildings which enhance the historic character of the town. Other structures that were built during the 20<sup>th</sup> and 21<sup>st</sup> century have largely been assimilated into the historic fabric and coexist harmoniously with the historic buildings. Following the existing patterns of the landscape, the traditional architecture of Orkney or even new elements of their own eras, those buildings manage to form a coherent ensemble in the historic town of Stromness.

From the survey, it can be seen that only 3% of the structures in the Conservation Area do not respond to the historic character of Stromness, in their design and materials (mainly additions of existing structures that were examined as separate buildings) and are therefore unsympathetic to its character.

### • 12 Unsympathetic Extensions

While many of the structures have extensions, some of the extensions are large and consequently were considered as separate structures. 90% of the structures either had no extensions or had extensions that were in harmony in terms of scale and character with the rest of the structure.

10% of the structures however had extensions which were unsympathetic to the character of the structure. These include extensions of unsympathetic materials, form, arrangement or scale.

### • 13 Unsympathetic Additions

Unsympathetic additions defined as later additions or fixtures which detract from the character of the building included hanging cables or wires, TV antennas, rusted metal brackets, light fixtures of inappropriate scale and satellite dishes fitted either to the main façades or chimneys visible from the street or public realm.

The survey clearly shows that most of the structures have unsympathetic, if minor, additions. Such additions on structures prominent within the street or townscape would benefit from being repositioned, in order to enhance the visual character of the structures and the area overall.

#### • 14 Roof pitch Design

Most of the structures have pitched roofs that are suitable for the cold and rainy weather of Stromness with only six structures having a flat roof, two of which are used for parking. The roofs are typically aligned so that gables face into the street. Only three structures have hipped roofs.

The gradient of the roofs varies from 30 to 50 degrees with the majority between 40 and 50 degrees.

#### • 15 Roof Covering Material

Historic Welsh slate is the most commonly used roofing material in Stromness. While structures from the 20<sup>th</sup> century are usually covered with modern slates that are more uniform in size or other synthetic materials, some roofs of earlier structures have been replaced with modern materials.

The entire Conservation Area has a fair number of structures roofed with small-size sandstone tiles. Only two structures in close proximity to each other have large sandstone flagstones as roofing material.

#### • 16 Rooflights

The dense fabric of the Conservation Area prevents a clear view of all the roofs and hence many of them were not visible for documentation of roof lights. Of the remainder that were documented, the majority of the structures have modern roof lights, 15% of the structures

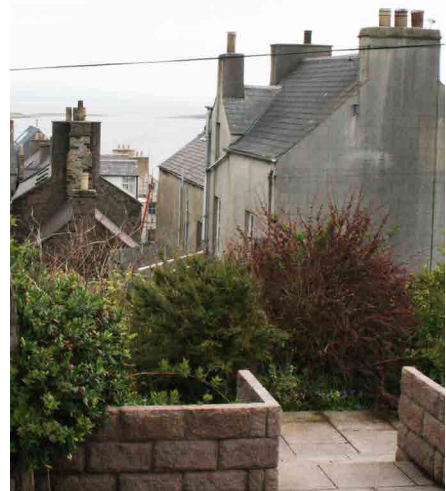


Fig 16. Franklin Road



Fig 17. Victoria Street



Fig 18. Church Road and Springfield Crescent





Fig 19. Franklin Road



Fig 20. Victoria Street



Fig 21. Dundas Street

have modern roof lights based on the traditional design, eight structures have Carron lights and only five have historic glazed panels.

Some of the structures have a mix of different types of rooflights, however for the purpose of documentation the type that featured most on the roof was recorded.

#### • 17 Roof Vents

Structures with and without roof vents are evenly distributed through Stromness Conservation Area. The vents range from traditional vents within ridge tiles to plastic vents fitted to roof to electric vents or pipes that stick out above the roof.

#### • 18 Dormer Windows

As seen in the map most of the structures in the area of focus do not have dormer windows with 5% of structures not visible for survey at a high level.

With very few historic dormers identified in the Conservation Area, the large number of modern dormers must have been added or modified at a later period compared to initial construction.

#### • 19 Gables

Most of the roofs that were clearly visible for documentation ended in concrete skews or had no gable treatment. Stone skews are found on only 10% of the structures.

Interestingly, less than 8% of the gables ended in Scottish crowsteps and only five of them end in Orkney crowsteps.



## • 20 Chimneys

Most of the structures have plain traditional chimneys, sometimes two or three per structure, based on the number of fireplaces within. Whilst there are a small number of residential structures that do not have chimneys, chimneys are also absent in structures used for leisure activities, institutions like the Town Hall and Parish Church and harbour facilities.

There are few decorative chimneys, prominent on individual villas at the southern end of the Conservation Area amongst other structures located more centrally.



Fig 22. Hellihole Road

## • 21 Other Decorative Roof Details

Decorative details at roof level include cornices at eaves level, projected masonry and other such embellishments. While most of the structures had no such details, 6-7% of the structures display ornamentation at roof level.

## • 22 Wall Finish

As is visible from the map, the majority of the structures have been harled in cement to some degree. This includes all textures such as rough harl, pebbledash and trowelled cement finish. Many of the buildings are rendered with cement on the street facing surfaces, whilst other façades abutting or facing adjacent structures are left in exposed stone.

While 25% of the structures are built of stone rubble, only five structures have been built using dressed ashlar stone. Of these, two structures are public institutions such as the Town Hall and Parish Church and another is the Stromness Hotel.

5% of the structures have varied finishes like metal sheeting, timber boards, glazing etc. Traditionally lime-harled structures are the least numerous at eleven; most of these buildings were recently renovated by the



Fig 23. Graham Place



Fig 24. S End



Fig 25. Franklin Road



Fig 26. Alfred Street



Fig 27. Dundas Street

Stromness Townscape Heritage Initiative.

### • 23 Pointing

As seen from the map, most of the structures are rendered and hence the pointing is not visible. In the northern half of the Conservation Area most of the structures built of exposed stone are pointed in lime with a smaller number in cement pointing, while the southern half has evenly interspersed structures of lime and cement pointing.

There were cases where loss of lime pointing has resulted in repair with cement pointing.

### • 24 Render Colour

While most of the rendered surfaces are in shades of grey, a large number were left in natural cement finish without any paint. The next most used colour on the buildings is cream followed by light yellow with a few isolated cases of light pink, red and light blue exteriors.

### • 25 Render Painted

As seen on the map, only 20% of the structures were painted over rendered surfaces. The remaining 80% are structures built in exposed stone, or rendered but left in the natural finish, as well as structures built of other materials like exposed brick, timber boards or metal sheets.

### • 26 Render/Pointing Condition

Most of the structures have their render or pointing in a good or fairly good condition and do not need to be redone or monitored. 10% of structures display a poor condition of render or pointing.





Fig 28. Alfred Street



Fig 29. John Street



Fig 30. Hellihole Road

### • 27 Decorative Carvings

With the large majority of structures being of plain architectural character and devoid of any mouldings or corbellings, only very few show decorative work on the masonry, mostly historical elements.

### • 28 Window Frame Material

Most of the window frames are made of timber. While the large majority is in a traditional design like sash and case, several others have modern large openings.

There appears to be an even interspersion of plastic frames within the Conservation Area with only two structures fitted with metal frames. Structures used for storage are devoid of windows.



Fig 31. John Street

### • 29 Window Frame Design

The two most visible types of windows are sash and case, and fixed windows. The fixed panels often have a top hung panel or side panels that are operable.

A smaller number of structures have casement windows while very few have no windows at all. The latter structures are usually used for storage.



Fig 32. Dundas Street



Fig 33. Victoria Street



Fig 34. Dundas Street



Fig 35. Whitehouse Lane

### • 30 Sash and Case Type

As seen on the map, most of the sash and case windows have a standard layout of 6 panels over 6 and the second most common pattern was 2 over 2. Many structures have a variety of window sizes and panel patterns. However, for the purpose of documentation, the type that featured most was recorded.

### • 31 Window Frame Colour

Most of the window frames are white in colour, with many of the rest in several shades of brown. Green appears to be the next most popular colour with other colours such as orange, red, blue, green and black dotting the streetscapes.

### • 32 Window Frame Condition

Most of the window frames are in a reasonably good condition and have been maintained well. Those in a fair condition need a bit of cleaning and perhaps a fresh coat of paint, while those in a poor condition are usually displaying peeling paint and decayed timber which will need to be repaired or replaced.

### • 33 Door Material

Being a largely residential area, it is not surprising that most of the doors within the research area are of timber. While the majority of the doors appear to be panelled, many of the structures also have boarded doors.

Very few doors are made of plastic material and a small number of metal doors are used mainly for structures such as warehouses or storage areas, or for the buildings at the harbour.





Fig 36. Alfred Street

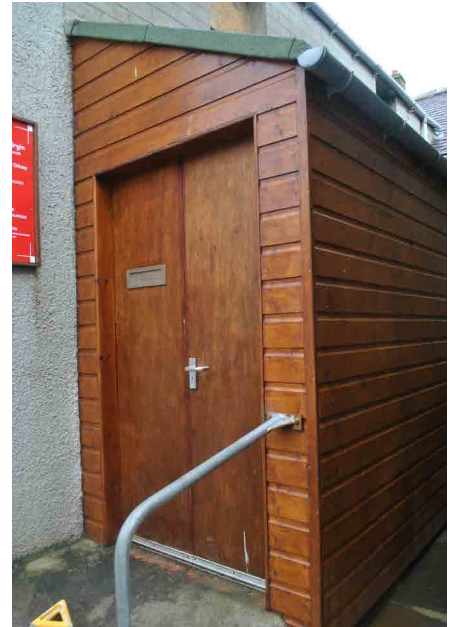


Fig 37. Church Road

### • 34 Storm Doors

Many of the structures being residential, have doors abutting the main street and these are kept shut. It was thus difficult to document the presence of storm doors. The few that are documented are mainly of structures where the door off the street happened to be ajar and an inner door was visible or the vestibule was visible in the form of the building.

### • 35 Door Condition

As seen on the map, most of the doors are in a reasonably good condition having been well maintained. Those that are in a poor condition do need a fresh coat of paint and some repair.

### • 36 Door Colour

Most of the timber doors are painted white and interspersed with others in shades of brown and other colours ranging from shades of blues and greens to orange, red and even black.



Fig 38. Victoria Street



Fig 39. John Street



Fig 40. Graham Place

### • 37 Door Glazing

Most of the panelled doors within the Conservation Area have less than 50% of the surface in glass.

### • 38 Glazing Above Door

A relatively common feature in Stromness Conservation Area is that of a glazed panel above the entrance door. While a majority of the panels were of plain glass a few of the glazed panels had etchings or other floral or geometric designs on them.



Fig 41. John Street

### • 39 Threshold Type

Most of the entrance doors are slightly recessed from the wall surface. A large number of the remaining entrances have deeper recesses or doors flush with the wall surface. A very small number of structures have entrance porches or ornamental work around the doors.

### • 40 Rainwater Goods Material

As is visible from the map, most of the rainwater goods are of a synthetic material with many others in the traditional cast iron. About 6-7% of structures despite having pitched roofs have no rainwater goods.



Fig 42. John Street

Many structures have a combination of plastic and cast iron rainwater goods. However for the purpose of documentation the type that featured most was recorded.

### • 41 Rainwater Goods Colour

Most of the rainwater goods are either painted black or grey with many of the synthetic ones left unpainted in light grey. Other colours were used on a few buildings and ranged from cream to white, red, orange and green.



#### • 42 Rainwater Goods Condition

Most of the rainwater goods are well maintained and in a pretty good condition. A large number of the rest are in a reasonably fair condition. These need only a repainting or just cleaning to removal vegetal growth. Those in a poor condition have an excess of vegetal growth and some of them have missing parts of gutters or down pipes and need to be repaired or replaced as soon as possible.

#### • 43 Rainwater Goods Ornamental Examples

Very few of the structures have ornamental rainwater goods. Some of those with cast iron rainwater goods have decorative hoppers at the junction of the channels at roof level and down-takes and were mainly prominent buildings, such as The Royal Bank of Scotland, Stromness Hotel and the Library.

#### • 44 Piers/Slipways

Most of the structures along the waterfront have a historic pier or slipway, some of which are still used. The piers are mostly converted into waterfront gardens, while some of the formerly public slipways appear to have been cordoned off for private use.

Very few structures have modern piers or slipways of which nearly half of them are no longer in use.

#### • 45 Pier/Slipway Condition

Many of the piers are in a fair condition with some loss of pointing. However they appear to be structurally stable. While a few of the others are in a good condition, two piers and slipways are in a poor condition and need to be re-examined and repaired.



Figs 43 &44. John Street



Fig 45. Pier Victoria Street



Fig 46. Pier Dundas Street

## 2. Streetscape Survey

This survey was completed after the detailed observation of materials, features and views of the streetscape in Stromness Conservation Area. From this analysis were produced four maps, illustrating surfaces, boundaries, street furniture and signage (see Appendix F). Photographs of the public space, views, street passages and historic features are all recorded in Appendix G.

### Presentation of the AutoCAD database analysis

The different categories of streetscape survey are included in this section, with comments on the treatments in the majority of features. In order to be more comprehensive, this survey was divided in three different categories: materials, features and views, following the proposed methodology (see Appendix A).



Fig 47. Surfaces



Fig 48. Boundaries

### A. Materials

#### • Surfaces

From the surface analysis it can be seen that the materials used for paving differ in places. The majority of the main street of Stromness is covered by locally sourced flagstones, often with a course of setts in the middle of the street, while parts of the northern and southern streets are covered with asphalt. Setts are most common in narrow lanes, while gravel (including green areas) can be observed in small parts of public courtyards, close to the sea. Concrete tiles are also another common pavement type, especially in parts where flagstones meet asphalt or concrete (eg. Port).

#### • Boundaries

As is visible from the map, there is a variety of boundaries within the Conservation Area. Most of them are attached to buildings, separating properties, and other are used as separate boundaries within the public space. The most common material used for boundaries is exposed stone rubble, generally pointed or filled with concrete elements. Dry stone and concrete walls were found only in a few places in the west part of the Conservation Area. Sandstone kerbs were observed on



both sides of the main street and a concrete kerb was found close to the old primary school. Metal boundaries are most common close to the port, including both barriers for the parking area and the piers, and railings for safe pedestrian access at lanes.

- **Road Markings**

As is visible from the recorded images (see Appendix G), different types of road markings were found around the port and on the North West side of Stromness. These markings which are painted in white and yellow colour, are serving as borders for the parking area close to the port and as road signage for the drivers and the pedestrians.

## B. Features

- **Signage**

In this category are included all sign posts and boards that were found on the street, at crossroads or attached to buildings. From the map it can be concluded that most of the signs are located on the main street and quite a few of them are traditional. Road and traffic signage, including information boards, are mostly gathered near the port, where traffic is heavier due to the location of the travel centre and the ferry terminal. Contemporary signage was observed too, in many areas temporary construction notices, but was not recorded.

- **Street furniture**

This map includes a variety of features, such as postboxes, street lights, statues, clocks, telephone booths, electricity boxes, litter bins, benches, bollards and poles. The majority of the features are street lights, most of them modern but there are



Fig 49. Road Markings



Fig 50. Signage



Fig 51. Street Furniture



Fig 52. Street Furniture



Fig 53. View from lane

some historic examples, close to crossroads and significant buildings (i.e. banks, the library, museum and church). Approaching the town centre, historic features far outweigh modern ones, with a few exceptions at some parts of modern development. There is one clock next to the bus station at the Stromness travel centre and two statues at the main square that leads to the ferry terminal. Bench areas are to be found close to the sea and within small squares around the town centre. At the south side, beside the museum, is located the only historic telephone booth, while two modern telephone booths were placed at the north side of the town in front of the Royal Bank of Scotland. Most of the litter bins are traditional (these are the only ones recorded) with the exception of a few plastic bins in the port and some lanes. A few street light posts with signage were recorded too and shown on the relevant map.

### C. Views

A photographic survey of views was conducted in order to have a clear picture of Stromness Conservation Area, including buildings, streets, sea, piers, closes and lanes. Record of this survey is included in the Appendix G. The key view points of Stromness' characteristics were observed from this survey.



Fig 54. Panoramic View of Stromness from the ferry



- Conclusion



## IV. Conclusion

### 1. Findings

- **Summary of the current situation**

The town of Stromness is a settlement with a coherent urban form, dense skyline and picturesque views of the sea. Its Conservation Area offers a unique visual sequence in the urban landscape, formed by historic structures and streetscape features. Narrow closes created from historic building plots produce diversity and rhythm in the urban fabric, as the public space changes shape dramatically in the centre of the town.

Difference in height of buildings is another characteristic of the urban view, while narrow lanes are visually guiding directly to the sea. In addition, buildings emerge into the public space, creating multiple perspectives and views. Buildings which are prominent in the townscape, in combination with lower structures, create a complex image of the town.

The Conservation Area includes buildings from different periods which bring a variety of design characteristics, materials and colours. New structures either follow traditional architecture or create their own progressive design, maintaining a vibrant and sustainable settlement and preserving at the same time the historic character of Stromness.

The general image of the buildings' condition is slight wear, as most of them appear to be well maintained. Minor damage on building features is inevitable due to their age, to the climate and to unsympathetic interventions but they can be easily repaired or replaced as appropriate, in order to prevent ongoing damage to the building's fabric. Shop fronts, in general, seem to have continuity within the street view, with particular examples being that have been recently renovated by the Stromness Townscape Heritage Initiative scheme.

As far as the streetscape is concerned, the variety of materials and features contributes to the urban complexity of the public space and composes a historic landscape with details of modern elements.

- **Townscape Heritage Initiative Scheme**

As the previous condition of the built fabric in Stromness Conservation Area before the THI scheme is not known in comprehensive details, it is impossible to make a record of all recently renovated buildings and general improvements of the streetscape from this study. However, from discussions with the owners of some properties and from information provided by OIC representatives, we have a small record of buildings that were recently renovated and we can only evaluate the building condition from the current survey. The above mentioned structures are the buildings with reference numbers 36, 54, 81, 107 and 318. In order to be more specific, some of the treatments as lime harled wall finishes, lime pointing, sash and case windows, historic slates and subtle coloured shop fronts can be characterised as ex-



amples of historically sensitive renovations; approaches that contribute to the presence of specially distinguished buildings for their characteristics, within the Conservation Area.

## 2. Recommendations

- **Buildings that require immediate conservation action**

From the analysis of the survey results, it can be seen that some buildings need immediate repair at some parts of their structure or at some of their features which are in poor condition. Records from the survey sheets notes have been summarized and shown below (see also Appendix E).

Issues to be addressed	Building reference numbers
Very bad stone erosion/ flaking of render needing monitoring	259, 287A, 62, 76, 87, 93B, 111, 190, 218, 248, 261/262, 269, 316, 321, 352, 360
Exposed reinforcement within structure	7B
Buildings at risk or in a derelict state	6B, 41, 42, 188, 191, 272
Possible efflorescence - White specks on render	37, 38, 233, 245, 265
Discontinuity or missing rainwater goods	16, 19, 37, 38, 46, 94, 137, 182B, 205/206, 213, 214, 227, 234, 326, 364, 365, 383

Rusted/ leaky rainwater goods which may require maintenance	20B, 32, 35, 48, 49, 62, 76, 88B, 93A, 93B, 97, 114, 127, 138, 147, 148, 162, 164, 187, 190, 191, 233, 241, 242/243, 250, 269, 310/311, 324, 341D, 346, 356, 366A, 370, 373
Vegetal growth in channels to be cleared	25, 42, 38, 65, 72B, 73, 88B, 117/118, 123, 147, 172, 189, 197, 213, 230/231, 245, 298, 299, 300, 317, 336, 337, 341D, 358/359, 364, 383, 392, 398, 402
Vegetal growth on masonry	341C, 346, 371/372, 394A
Vegetal growth on chimneys or roofs to be removed	6B, 41, 44, 50, 55, 88B, 107, 109, 111, 123, 151, 195/196, 197, 209, 213, 214, 230/231, 235, 238, 277, 298, 300, 321, 336, 347/348, 354A, 393, 409
Sunk/bowed roofs. To be checked structurally	341D, 344/345
Cement patches in pointing	15A, 21, 24, 37, 90, 201, 203/204, 296 part
Loss of pointing	21, 93B, 201, 227, 290, 296, 316, 326, 332 (ext), 341C, 343, 352, 360, 390/391



Missing or damaged roof tiles (slates or ridge)	4, 15B, 20A, 85, 97, 111, 147, 155-57, 213, 215/216, 235, 357A, 358/359, 368/369, 385D
Slipped slates	6B, 164, 182B, 190, 354A
Exposed stone with poor lime pointing	6B, 28, 72C, 89, 93B, 99C, 125, 188, 191, 251/252, 310/311, 316, 321, 360
Flaking / cracks in cement render	87, 155-57
Staining of surfaces due to rusted fittings or fixtures	35, 49, 88A, 92A, 95, 102/103, 107, 125, 182B, 185, 220, 238, 250, 265, 290, 292, 298, 326, 350, 352, 355, 362, 365, 373
Timber repair required for openings or railings	39, 40, 117/118, 213, 230/231, 290, 341D, 383
Timber painting required for openings	17, 28, 190
Damaged corbelling or hood moulds	78/79, 86, 239
Dormers requiring maintenance	70

• **Buildings in good conservation order and special features to be conserved**

At this point it is important to mention the structures that were found to be in good condition, including notes of their characteristics. These features can be examples for the treatment of buildings that need or might need repair in the future and it is highly recommended to be maintained in order to keep their integrity and their historicity.

<b>Good conservation order / special features</b>	<b>Building reference numbers</b>
Structures in mint condition	83, 134, 141A, 143, 163, 242/243, 285, 319B, 361, 378, 379, 380/381/382/384, 385A
Recent renovations through THI	36, 54, 81, 107, 318
Date stones	26, 35, 224-226
Lime harled surfaces	3A, 107, 318
Exposed stone with good lime pointing	6A, 32, 54, 57, 68 (part), 69, 72A, 82, 107, 112 (part), 200, 276, 277, 330, 333(main), 339 (west), 373, 374, 379 (part), 380/381/382/384, 395
Sandstone flagstones for roof	259, 287A (ext)
Wooden shingle structure from Canada	205/206
Solar panel usage	211

- **Streetscape conservation**

From the analysis of the streetscape it can be seen that there are a few parts of the Conservation Area which can be improved. Surface materials such as concrete or asphalt should be avoided in historic piers or slipways, as well as in semi-private courtyards that lead to properties or to piers. In addition, boundary walls with concrete elements can be repointed and concrete finishes should be avoided in the future, with a view to retain and enhance at the same time the historic character of the town. Historic features as street furniture should be maintained and highlighted, and some of the street lights can be improved, either with sympathetic modern design or replica of original ones, in order to fit into the general context of Stromness Conservation Area.



Fig 55. View of Stromness from the ferry